

## Appendix C

### CTP Inventory and Recommendations

#### Assumptions/ Notes:

- **Local ID:** This Local ID is the same as the one used for the Prioritization Project Submittal Tool. If a TIP project number exists it is listed as the ID. Otherwise, the following system is used to create a code for each recommended improvement: the first 4 letters of the county name is combined with a 4 digit unique numerical code followed by '-H' for highway, '-T' for public transportation, '-R' for rail, '-B' for bicycle, or '-P' for pedestrian modes. If a different code is used along a route it indicates separate projects will probably be requested. Also, upper case alphabetic characters (i.e. 'A', 'B', or 'C') are included after the numeric portion of the code if it is anticipated that project segmentation or phasing will be recommended.
- **Jurisdiction:** Jurisdictions listed are based on municipal limits, county boundaries, and MPO Metropolitan Planning Area Boundaries (MAB), as applicable.
- **Cross-Section:** Listed under '(ft)' is the approximate width of the roadway from edge of pavement to edge of pavement. Listed under 'lanes' is the total number of lanes, with the letter 'D' if the facility is divided.
- **ROW:** The estimated existing right-of-way is based on the Roadway Pavement Conditions Database. These right-of-way amounts are approximate and may vary.
- **Existing and Proposed Capacity:** The estimated capacities are given in vehicles per day (vpd) based on LOS D for existing facilities and LOS C for new facilities. These capacity estimates were developed using the Mountains Methodology, as documented in Chapter II. The Proposed Capacity is shown in bold if it does not meet or exceed the 2035 AADT with CTP.
- **Existing and Proposed AADT** (Annual Average Daily Traffic) volumes, given in vehicles per day (vpd), are estimates only based on a systems-level analysis. The '2035 No Build AADT' is an estimate of the volume in 2035 with no additional facilities/ improvements assumed to be in place that were not open to traffic in the base year (2009). The '2035 AADT with CTP' is an estimate of the volume in 2035 with all proposed CTP improvements assumed to be in place. For additional information about the assumptions and techniques used to develop the AADT volume estimates, refer to Chapter II.
- **Rec. (Recommended) Cross-section:** The CTP recommended cross-sections are listed by code; for depiction of the cross-section, refer to Appendix D. An entry of 'ADQ' indicates the existing facility is adequate and there are no improvements recommended as part of the CTP.
- **CTP Classification:** The CTP classification is listed, as shown on the adopted CTP Maps (see Figure 1). Abbreviations are F= freeway, E= expressway, B= boulevard, Major= other major thoroughfare, Minor= minor thoroughfare.
- **Tier:** Tiers are defined as part of the North Carolina Multimodal Investment Network (NCMIN). Abbreviations are Sta= statewide tier, Reg= regional tier, Sub= subregional tier.
- **Other Modes:** If there is an improvement recommended for another mode of transportation that relates to the given recommendation, it is indicated by an alphabetic code (H=highway, T= public transportation, R= rail, B= bicycle, and P= pedestrian).